IN THE CLAIMS:

1-4 (Canceled).

5(Currently Amended). A building sprinkler system havi~~ng~~ comprising:

a pump, said ~~pump~~ activated by

an internal combustion engine connected for driving said pump, ~~a)~~ said engine having a throttle; said throttle attached to a control, said control responsive to ~~the~~ output pressure of said pump and adapted to reduce engine speed ~~at a predetermined~~ when the output pressure exceeds a threshold high pressure.

6(Currently Amended). The building sprinkler system of claim 5 wherein said control includes a member connected with said throttle, said member movable in response to a fluid pressure condition acting thereon, said control is operatively connected with an output side of said pump via a pressure reducing system, such that when the output pressure of said pump reaches said ~~predetermined~~ threshold high pressure the pressure reducing system causes the fluid pressure condition to act on said member and said member moves to effect movement of the throttle and reduction of engine speed, wherein the fluid pressure condition is a pressure substantially reduced from the ~~predetermined~~ threshold high pressure.

7(Original). The building sprinkler system of claim 6 wherein the member comprises a piston that is biased into a position to locate the throttle for a normal operating speed, and the fluid pressure condition acting on the piston overcomes the bias on the piston.

8(Currently Amended). The building sprinkler system of claim 6 wherein the pressure reducing system includes a fluid path between the output side of said pump and the control, the fluid path including a pressure relief valve therein which opens at the ~~predetermined~~ threshold high pressure to permit fluid flow from a pump side of said pressure relief valve to a control side of said pressure relief valve, the pressure reducing system further including a fluid release orifice associated with a portion of the fluid path to the control side of the pressure relief valve, the fluid release orifice acting to reduce pressure along the portion of the fluid path.

9(Original). The building sprinkler claimed in claim 5 wherein said control has a piston said piston is linked to said throttle wherein said piston moves in response to said output pressure.

10(Original). The sprinkler system claimed in claim 9 wherein said piston is spring biased.

11(Original). The sprinkler system claimed in claim 10 wherein said piston rides in a cylinder having an end wall; and a spring is located between said end wall and said piston urging said piston away from said end wall.

12(Original). The sprinkler system claimed in claim 11 wherein said cylinder includes an end cap and wherein further comprising at least one shim between said cap and said spring.

13(Currently Amended). The sprinkler system claimed in claim 9 wherein said piston includes a first cylindrical portion which rides in a cylindrical chamber wherein water from said pump is directed to said chamber and being effective to move said piston at said predetermined threshold high pressure.

14(Original). The sprinkler system claimed in claim 13 wherein said piston has a stop member wider than said cylindrical chamber.

15(Original). A sprinkler system having a series of components said components having a rated pressure capacity;

a) a pump connected to an internal combustion engine and having pressure capability which when combined with a system suction pressure exceeds said rated pressure of said components;

b) throttle control responsive to water pressure from said pump adapted to prevent said water pressure from said pump from exceeding the rated pressure of said components.

16(Original). The sprinkler system claimed in claim 15 wherein said piston further rides in a cylindrical chamber having an end portion wherein said piston extends beyond said end portion and has a stop member having a diameter greater than the diameter of said cylindrical chamber.

17(Original). The sprinkler system of claim 15 wherein the throttle control includes a member connected with said throttle, said member movable in response to a fluid pressure condition acting thereon, said throttle control includes a pressure reducing system associated with an output side of said pump, when said pressure from said pump reaches a threshold pressure said throttle control causes the fluid pressure condition to act on said member, wherein said fluid pressure condition is a pressure substantially reduced from the threshold pressure.

18(Original). The sprinkler system of claim 17 wherein said fluid pressure condition acts on a first side of said member, the throttle control includes a damping mechanism to a second side of said member for damping fluid pressure surges applied to said first side of said member.

19(Original). The sprinkler system of claim 18 wherein the damping mechanism comprises a fluid chamber that communicates with a fluid damping reservoir via an orifice.

20(Original). In a sprinkler system including an engine that drives a pump having an output associated with at least one fluid distribution line of the sprinkler system, the engine including a throttle for engine speed control, a method of controlling engine speed in order to prevent overpressure conditions within the fluid distribution line, the method comprising the steps of:

a) when an output pressure of the pump reaches a threshold high pressure, responsively providing fluid communication between the output side of the pump and a throttle control system;

b) the throttle control system produces a controlled backpressure in response to the fluid communication with the output side of the pump;

c) the controlled backpressure is applied to a movable member to cause the movable member to move;

d) the movable member, which is operatively connected with the throttle, moves the throttle to reduce engine speed when moved per step c);

wherein the controlled backpressure is substantially less than the output pressure of the pump.

21(Original). The method of claim 20 wherein the controlled backpressure is less than fifty percent (50%) of the threshold high pressure.

22(Original). The method of claim 20 wherein during normal operation the controlled backpressure is less than thirty percent (30%) of the threshold high pressure.

23(Original). The method of claim 20 wherein during normal operation the controlled backpressure is less than twenty percent (20%) of the threshold high pressure.

24(Original). The method of claim 20 comprising the further step of detecting a backpressure overpressure condition in the throttle control system and responsively relieving the backpressure overpressure condition releasing fluid from the throttle control system.

25(Original). The method of claim 20 wherein the controlled backpressure produced in step b) varies as the output pressure of the pump varies.

26(Original). The method of claim 25 wherein a variance in the output pressure of the pump over a certain range results in production of the controlled backpressure over a backpressure range that is at least two times larger than the certain range.

27(Currently Amended). The method of claim 26 wherein the backpressure range that is at least three times larger than the certain range.

28(Currently Amended). The method of claim 27 wherein the backpressure range that is at least four times larger than the certain range.

29-36 (Canceled).